

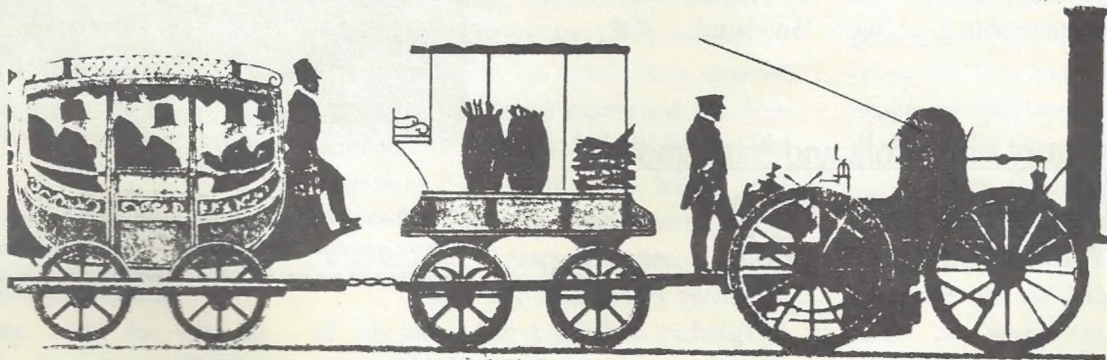


# Suffolk - Nansemond Historical Society

*There is history in all lives*

Volume 9, Issue 2

July, 2000



*Picture in Railways*

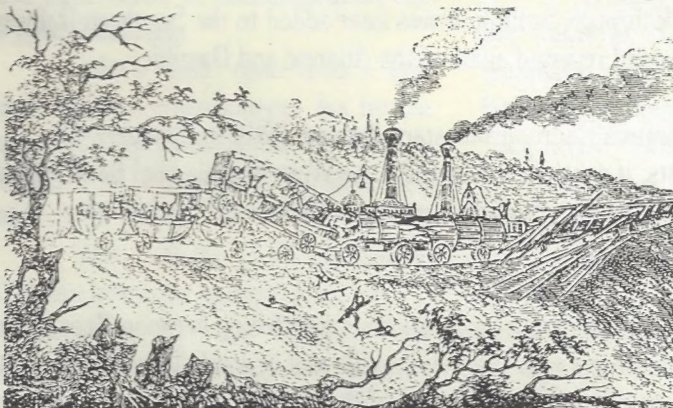
## Riding the Rails #####

We have had such a long rich relationship with the railroads here in Suffolk. Trains have carried lumber and farm products to market. They've brought people here to start a new life and carried Suffolkans away to new adventures. They've kept families close in spite of the miles between them. They've brought famous people here and have taken people away in search of fame. And the trains have carried our boys and men to battle and brought them back to be welcomed, or to be buried and mourned.

According to Howard Lofton's book *Railways* some people believe that the horse-hauled Granite Railway (1826) in Quincy, Massachusetts, should be considered the first railroad in the United States. It was only eight years later in 1834 that the Portsmouth and Weldon came through Suffolk. The track was made of wood stringers covered with strap iron two and a half inches wide. The first depot was located across Main Street from the present one, the one that would become the Seaboard depot.

Early railroad travel was dangerous, and people were not immediately willing to sacrifice safety for speed. In 1837 Suffolk was the site of an early railroad tragedy when a passenger train from Portsmouth collided head on with a freight train carrying lumber. Three people were killed and 140 were injured. In spite of the danger, the railroads finally caught on.

In 1848 the railroad through Suffolk was rebuilt and the name was changed to Portsmouth and Roanoke (eventually to become Seaboard Air Line). In 1885 the present depot was built; then it was remodeled in 1910. The Virginian Railroad was built on the other side of the depot in 1904 - 1906. That track has since been taken up. Other railroads came to Suffolk as well causing our town, and others along the rail routes, to prosper.



*Picture originally in Steamboat Disasters and Railroad Accidents and information from Suffolk: Pictorial History by Hobbs and Pacquette*



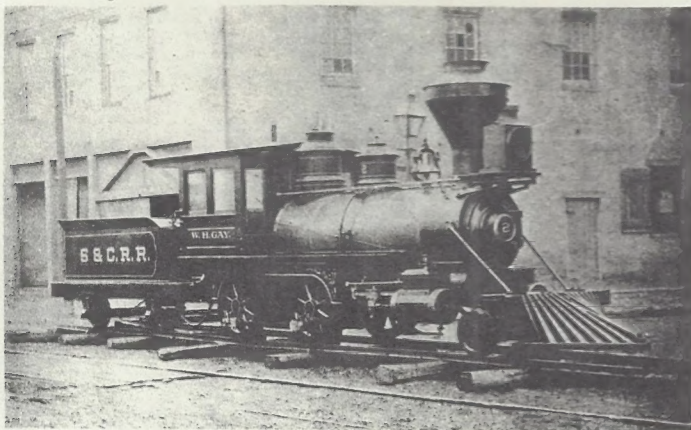
*This picture is identified as a World War I parade (c.1918). It's barely visible to the right. We like the picture for the view of the passenger depot, the freight building and the various early twentieth century modes of transportation represented.*

The Seaboard depot was used for passengers until the late 1960's. The building was used as an office for several years but was eventually abandoned. The freight building, which was just over the track to the south, was demolished in the 1980's. An accidental fire in 1994 almost destroyed the remainder of the first railroad in Suffolk. Happily the phoenix is finally rising from the ashes and – as the railroads have always done – it's pulling the whole town with it. Sue F. Woodward ##

In her 1970 History of Suffolk and Nansemond County, Virginia, Ann H. Burton lists and describes the railroads through Suffolk as follows –

**Seaboard Air Line** — This was the first to run through Suffolk, from Portsmouth to Weldon, N. C. about 1835. Horses were first used to pull cars along the line before two steam engines, "Romulus" and "Remus" arrived. These engines had no brakes, so it was quite customary for them to run by the station stops and have to back up. The railroad was not in use just before and during the Civil War but was revived and is operating today.

**Norfolk and Southern** — The Gay Manufacturing Co. operated this short line down into North Carolina for bringing out timber. It brought a great deal of trade to Suffolk. Suffolk-Nansemond Historical Society note: this is the line that is being shown (in part, at least) in a railroad model that is being built for us by members of the Tidewater Chapter of the National Model Railroad Association.



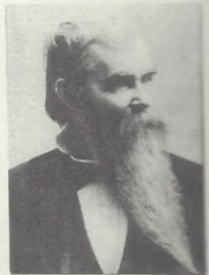
Gay's lumber hauling railroad is said to have run on wooden tracks.

*Mr. Gay's railroad was originally called the Suffolk & Carolina*

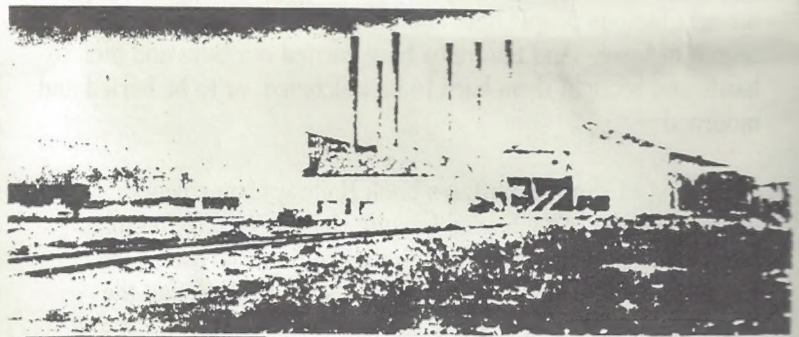


*The Norfolk and Western station was called Union Station in the 20's. Chamber of Commerce statistics at that time reported thirty-two passenger trains and seventy freight trains per day in Suffolk (information from Hobbs and Pacquette).*

**Norfolk and Western** — 1851. Built under the direction of twenty-seven year old William Mahone, later a famous officer in the Civil War, in spite of the difficulty he found in stabilizing a road-bed through the Dismal Swamp. This he did by means of a "corduroy mattress" of logs, which being completely submerged never rotted. This railroad did not amount to much until coal mining operations in West Virginia got underway. It has been a first class line ever since.



*William Mahone*



*Jackson Brothers' train and mill in Whaleyville*

**Atlantic and Danville** — Built by English capital to run from Port Norfolk through Suffolk. It was later added to the Southern Railway System and reverted again to the Atlantic and Danville.

The Virginia Railroad was started about 1904 by Standard Oil interests; it continues to connect the West Virginia coal fields with the Port of Norfolk. Suffolk-Nansemond Historical Society note: It no longer operates.

There was also a narrow-gauge line operated by Jackson Bros. from the Nansemond wharf to Whaleyville and beyond. This was the first line to be operated with the aid of that new invention, the telephone; train crews phoned in their whereabouts to headquarters. SFW ##

# 'John' Leaves His Railroad Friend of Many for 41 Years

BY RICHARD L. AUSTIN

*The following is an excerpt from an article sent to us by Richard Austin. He wrote it for the Suffolk News Herald in March of 1968. Richard, now curator of Historic St. Luke's church, grew up on Main Street. So did Suffolk-Nansemond Historical Society President Barbara Norfleet McPhail, who remembers John cutting roses from behind the depot for her older sister, Sarah, and their cousin, Ann Scott Norfleet. Barbara also recalls John seeing all the children in the neighborhood safely across the tracks.*

John Henry Beamon has retired!

Those words are sure to stir up memories here for three generations or more Suffolk "youngsters" now grown older who consider "John" practically a Suffolk institution.

For 41 years, John Henry Beamon was porter at Seaboard Railroad, now called Seaboard Coastline. During all that time, he didn't miss a single day from work, but that's not what he's so well remembered for.

'John,' you see, is a homespun-type philosopher who had a Pied Piper way with children, (including this reporter a few years back).

The children that John knew when he first went to work for Seaboard as a man of 26 back on March 10, 1927, are now, in many cases, grandparents. His last brood is approaching adulthood now and those who follow will never have benefited, as we did, from John's smile, those kind words of encouragement and his good fellowship.

John's "kids" came from a wide variety of home environments, but for the most part they lived in the N. Main — Kingsboro — Pinner St. — Riverview areas.

Was there a noticeable difference in the youngsters from one generation to the other?, John was asked. While admitting that today's youngsters seem a little busier than in days gone by, John had only kind words as, with that familiar twinkle in his eye, he recalled different ones individually.

"They were always nice children, Not once did any of them say anything I didn't like," John recalled.

But, John's friends were not ALL so young. Many adults, too considered John a town fixture and often stopped by just to chat. He has letters from some of them which he prizes expressing the deep sentiments that many friends felt needed expressing. Some of these letters were received only recently when he was cited by Seaboard for 40 years of service.

John, who remembers vividly all of "his kids," had a standard exchange of greeting for his young friends...one that I, personally think of each and every time I see him. First, we'd sing out: "How're you promulgatin' John?" And he would respond: "Copisectic!" Back then I couldn't even pronounce the words and I'm not sure I have the last one spelled right now. But, to all of us, there wan't a bit of doubt as to what those words meant.

This greeting of John's was so closely associated with him that I understand it even appeared one year in an old edition of Suffolk High School's yearbook, "The Peanut."

Without John, I'm sure my own mother would never have felt so secure about sending me, my brothers and sisters, off walking to school in those World War II days when train traffic was at such a peak at "John's Railroad" and at the neighboring Virginian.

In those days, John hand-flagged the trains at N. Main Street, as those automatic gates were still things of the future. His domain then was a tiny little "flag house" situated on the west side of N. Main Street and to the north of the Seaboard tracks.

This house had a single door, facing toward Downtown, and a single window fronting Main Street. It was through this window that I hung so often to have my own personal bits of conversation with John. He always took a bit of his precious time to see us safely across the dual system of tracks, both to

and from school. John was a busy man in those days, what with all the added war-time passenger travel, plus the busy freight operations going on across the way. There, in summer, watermelon grading use to attract an awful lot of young watchers and, for some, provide a temptation that was sometime too much to resist. But the years passed.

First the flag house went. Next it was the freight station. The latter moved over in to the passenger station four years ago and John continued to serve as porter in the combined, economy move.

But, the heyday of passenger trains continued to wane.

Finally, this past Feb. 19, the last Seaboard passenger train arrived in Suffolk from Portsmouth loaded down with people who had boarded it in Portsmouth for a nostalgic last ride.

John watched, filled with emotion. For him, it was the end of the line, too.

Company rules say John, who was born in 1901 could work until the compulsory retirement age of 70, but with the end of the passenger service, it meant the end of his job in Suffolk, too. He could've "bumped" someone in another city, what with all his seniority. He did even go so far as accomplishing the paperwork required for such a move.

But, in the end, John just couldn't leave Suffolk. So, he just went home. #####

## Good news!

In the next month or two be on the lookout for something good happening at historic Cedar Hill. The bids are in for the new iron fence and work should start before long.

# Part of our Lives

**F**ormer Suffolk Mayor Tommy Underwood grew up on Main Street and he offers the following items – The Virginia Railroad used to run on the north side of the Seaboard Station. The tracks were taken up a few years ago. The Virginian depot was behind Gardner's Store. The lady station manager would place written instructions on a long curved pole and the instructions would be grabbed by a man in the caboose as the train went by. (Tommy says they only had one track all the way to West Virginia so they had to know what was going on.) Once, as Tommy watched, the man in the caboose missed the note and stopping took the train so long that it had reached the river (now the lake) before it could back up.

He says there was a watertank near the Broad Street bridge. Hobos lived under the bridge and could hop in the boxcars when the train stopped for water.

Italian immigrants built the railroad from the coalfields in West Virginia to Norfolk. They lived for a while in the Columbian Motel which also used to be behind Gardner's Store.

####

**J**ohnny Wills rode the passenger train in its last years of operation from the depot on Main Street when he attended college in Tennessee.

####

**T**om Woodward used to ride the Norfolk and Western Powhatan Arrow to visit his grandmother in Farmville. In the 1950's the train left early in the morning (shortly after 7:00 a.m.) heading for Cincinnati and the westbound train came back late at night after 11:00 p.m. Tom remembers the train flying through the towns along

arrow-straight line. In the days before towns imposed speed limits on trains, the Powhatan Arrow went through towns like Windsor, Wakefield and Waverly at 100 m.p.h. It only stopped at larger towns.

Tom says that the great Powhatan Arrow was a beautiful thing – it was a black bullet-nosed locomotive with handsome dark red cars.

####

**A** Suffolk-Nansemond Historical Society member from North Carolina, Hazel Felton, recalled riding the Atlantic Coast Line around 1920 from Rocky Mount, North Carolina, to Gates County, then on to Suffolk to visit her grandfather who was a patient at the old Lakeview Hospital on Bosley Avenue. She said that they'd get off at the depot on East Washington Street then catch a jitney (taxi) to the hospital. She remembers stopping on East Washington Street at a grocery store where cake mix was offered for sale. It was such a novel idea that her mother bought a box of the mix just to try.

####

**O**ne vivacious Suffolk lady who has since gone to her reward told me a story about the train. Since she is not here to verify the particulars I will not attach her name to it. It must have been in the late 1920's. She was a student at Ward-Belmont College in Nashville, Tennessee. She had been home for Christmas and was on her way back to school on the train. Before long here came a nice old boy from home who was on his way back to VMI. He said "Come on back to our car. We've got some fried chicken." Well, sir, she did. She and the cadets ate fried chicken and sang songs and had a fine time. When they pulled into Lexington she received a shock. At a previous stop the car she had been on originally had been taken off the train she was on and attached to a train headed for Tennessee. I don't remember how she got out of that pickle.

She told me that after she was married she and her husband and other young couples would ride the train to college football games and come back late at night – and have a good time all the way.

####

**J**ohn Grizzle worked at the NF&D freight station in the 1950's. He said, "We did a lot of business with Reginald Brothers Company. I still remember the number – it was 2341. (SNHS note: That's still the number with 539 in front)

Tom Brothers said that Reginald Brothers Company built a new building on the Carolina Road in 1951 (where the business is still) on a spur of the Norfolk, Franklin and Danville. At the time that was the cheapest fastest way for them to receive gravel, coal, sand, cement and sheetrock. " 'Bout everything was shipped by rail." Now trucks are faster and cheaper.

Reginald Brothers furnished diesel fuel for the Atlantic Coastline railroad every day. Tom reports that no matter what time at night the train came in, they had to go fuel the engine right then.

####

**B**obby Jones of Holland says that when he came back from the Army in 1948 he was postmaster for a while. The mail was still coming by train then but the passenger service had stopped about a decade before.

####

**E**llen Story tells of exceedingly difficult train travel during World War II with trains absolutely packed with servicemen. She reserved a Pullman berth but had to stand up from Suffolk to Bluefield when she went home to Tazewell, Virginia. The men in uniform were given the berths.

- SFW ####



During the 1964 presidential campaign Lady Bird Johnson made a whistle stop tour to solicit support for her husband. Here Suffolians greet her at the Norfolk and Western Station. We identified the following folks; see who else you know –

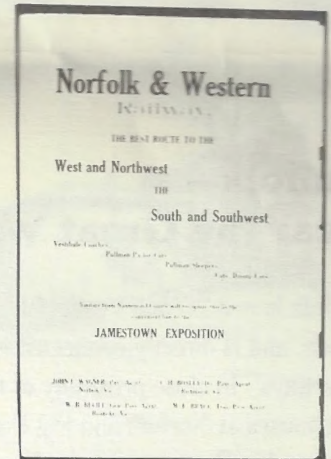
Johnny Shotton	Barry Holliday	Lawrence Oliver	_____ Artman	Beale Rogers
Bob Sweat	Thomas Moore	Denny Wade	Johnny Beale	Jimmy Melito
David Darden	Harry Cross	Martha Savage	Bridgette Melito	Billy Asimos
Donnie Goldberg	Tip Palmer	Harrell Pratt	Susan Small	Betty McLemore



*Olive Cawley, an actress from New York, came to Suffolk in January of 1941 to be the queen of the first peanut festival. John B. Pinner, Jr., Larry Shaffer, and Earl Elmore seemed pleased to serve as greeters as she gets off the train.*



*Grading potatoes on Hall Avenue around 1940*



*Add for Norfolk & Western in Dunn's book*



*The Suffolk Grays leaving for the Spanish American War May, 1898 (Shown in Suffolk – Pictorial History by Hobbs and Pacquette)*

## More Stories....

While the C & O line didn't come to Suffolk we do have a reason to mention it here. Little Miss Ellen Gibbs of Portsmouth was used in a good bit of their advertising when she was a child. All grown up now, she has spent much of her life in Suffolk and we know her as Mrs. James C. Godwin.

*This page appeared in Suffolk in a Nutshell, published by the Chamber of Commerce in 1918 (during World War I). We assume that the two other navigable waters mentioned are the Blackwater River and Somerton Creek.*



Seaboard Air Line and Virginian  
Railway Station

Union Station  
(N. & W., Southern, and N. S. Railways)

Atlantic Coast Line  
Railway Station

## Suffolk – Near the Great War Center

Suffolk is just 20 miles east of the great harbor Hampton Roads, and is directly connected with it by rails and waterways. In close proximity of the naval base and ordnance warehouses at Norfolk and Pig Point, respectively, and the navy yard at Portsmouth. At these points the government has spent millions and will spend much more in realizing plans to make Hampton Roads the greatest naval base in the world. Much of the work done will be permanent. Just now the eyes of America are on Tidewater Virginia, and Suffolk, located just east of such development and endowed with many trunk rail lines and waterways, will experience a steady and rapid growth. However, Suffolk is not dependent on any nearby development to insure her progress, as it has natural advantages superior by far to any city of its size in the United States.

Because of the competitive railways and water-lines the freight rates in Suffolk are exceedingly low and offer great inducements to manufacturing. There is every facility for the economical handling of freight.

## Transportation – Freight and Passenger

Suffolk has 6 railroads and deep water to the sea. The transportation lines are as follows: Norfolk & Western R.R., Virginian R. R., Southern R.R., Seaboard Air Line R. R., Atlantic Coast Line R. R. and Norfolk Southern R. R., and Nansemond River.

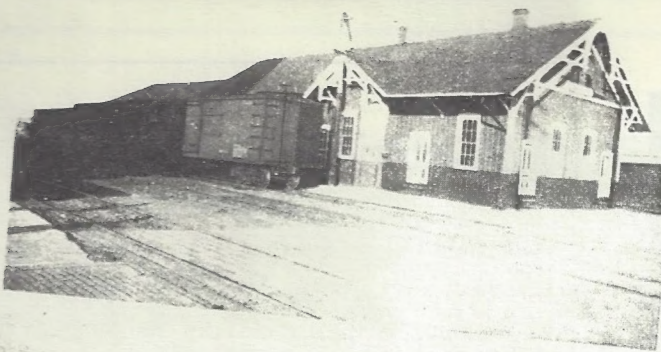
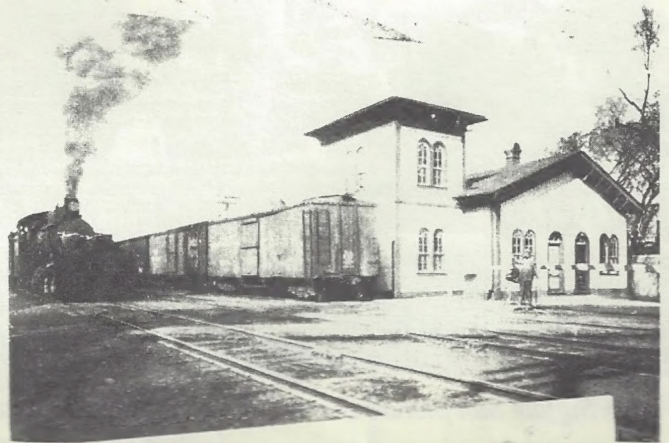
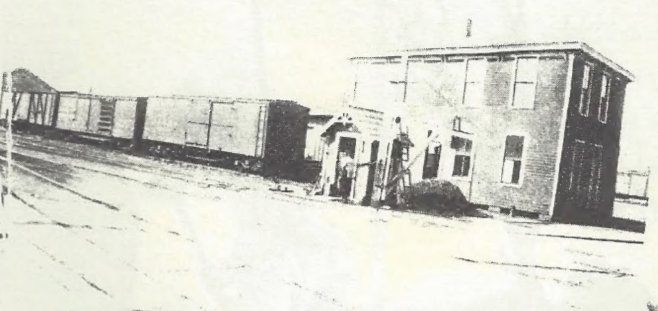
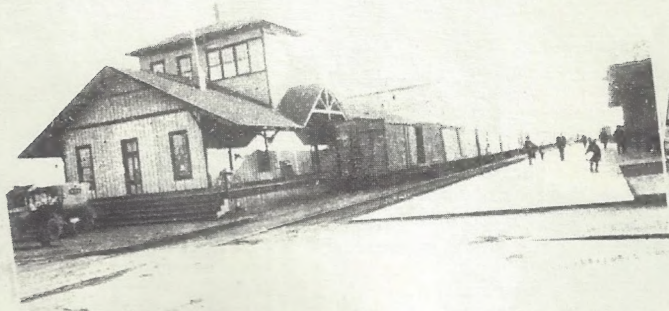
There are 32 passenger trains and 70 freight trains passing through Suffolk daily to all points north, south, east and west. The Norfolk Southern R. R. acts as a belt line, intersecting all railways and having a terminus on the Nansemond River.

Suffolk is at the head of navigation on the Nansemond River, which is navigable to the extent of accommodating large vessels carrying lumber, truck, seafood, and miscellaneous freight. Suffolk has a regular steamboat plying between here and Baltimore. There are also two other navigable waterways in the county.

The following will show the distances to various large markets, and hours by passenger, and days by freight to these points, respectively:

New York	415 miles,	passenger 9 hours.,	freight 3 days
Philadelphia	333 "	" 7 "	" 3 "
Baltimore	238 "	" 6 "	" 2 "
Chicago	967 "	" 30 "	" 4 "
Norfolk	21 "	" 1/2 "	" 1/2 "

Reports from the various freight carriers show that for one year there was a total of 2,777,460 tons of freight, export and import, handled in Suffolk.



## **The Six Freight Stations**

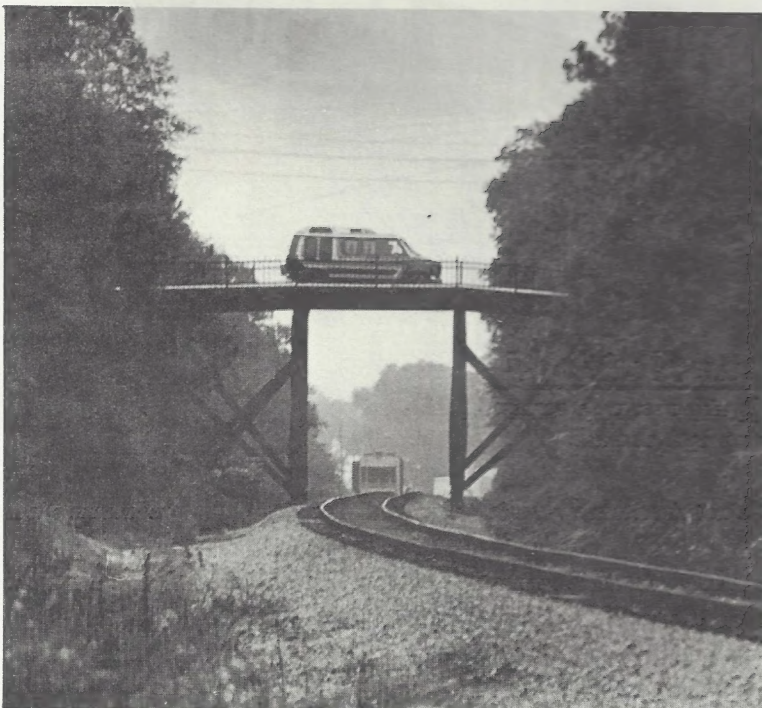
*These pictures appeared in Suffolk in a Nutshell, 1918  
Left to right from the top*

1. Atlantic Coast Line Freight Station, south side of East Washington Street, east side of Atlantic Coast Line track, opposite passenger station.
2. Norfolk & Southern Station and crossing shanty, south side of East Washington, between Norfolk & Southern Railroad and Southern tracks.
3. Virginian Railway Freight Station, west side of North Main Street, across from Seaboard Station, on north side of tracks. Gardner's store is to the right and First Baptist Church, Mahan Street is in rear center of picture.
4. Norfolk & Western Freight Station, west side of Main Street, north side of N & W track.
5. Southern (Atlantic & Danville) Freight Station, north side of East Washington Street, across Southern tracks from Lummi's Peanuts.
6. Seaboard Freight Station, across Seaboard tracks from passenger station, east side North Main Street.



*This Suffolk Sun picture shows R.W. Stripling, J.B. Matthews, and R.L. Baker at work on the Norfolk Southern line. Suffolk Oil mill is visible in the background.*

#####



*The old Broad Street Bridge, now rebuilt and named the Causey bridge (see last issue)*

## More stories...

Aubrey Harrell, now of Cypress Chapel, grew up in Gates County, North Carolina. The Atlantic Coastline ran through Eure Station, Roduco, and Gates Station on its run from Rocky Mount (N.C.) to Norfolk.

Aubrey says there was a goat that lived in Eure that would, from time to time, hop on the cowcatcher of the train in Eure Station and ride to Gates Station – no farther – and graze his way back to Eure. Aubrey says the only part of this he witnessed was the goat riding on the cowcatcher.

He tells of coming to Suffolk (or on to Portsmouth) on the train with his mother to buy Sunday clothes. Only work clothes or everyday clothes could be bought in Gates County then, while Suffolk had a number of very good stores.



John Beamon holds the citation he received at his retirement from the Seaboard Railroad after 41 years of service (see related story, this issue). His son, John, Jr., known as "Boots", (who supplied this picture) remembers his father working seven days a week as flagman until overtime was prohibited. Then "Boots" Beamon went to work at his father's job on the weekend.

The younger Mr. Beamon recalls Dr. Ed Joyner's father was station manager and then Mr. Haskins (who had one leg), replaced him.

"Boots" also recalls that during watermelon season, a man would come from South Carolina with his sons to load the melons on the boxcars so that they would not be damaged. These "migrant" workers would stay for the melon season, then move on.



Nansemond County melons waiting to be loaded for the trip to New York City, August, 1936

## Historic Suffolk Board

### President—

*George Consolvo*

*Betsy Brothers*

*Barbara McPhail*

*Nancy Dempsey*

*Jim Moore*

*Pret Pretlow*

*Sue Woodward*

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*559-1151*

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*934-7984*

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*Michael Babb*

*559-7210*

### Member at Large

*Lee King*

*934-0509*

### Past President

*Betsy Brothers*

*559-6512*

# Preservation of Historic Suffolk

We are happy to announce that the Historical Society's property company, Preservation of Historic Suffolk, has recently acquired the College Court Property on Main St. This property consists of six craftsman-style bungalows and Miss Finney's School. The property company plans to sell each bungalow individually and maintain the pedestrian courtyard in the center as a common

area. There will be restrictions and covenants, a rehabilitation agreement, and specific design guidelines attached to each property. This will give the homeowners guidelines for rehabilitation and also will protect the property for the future. A homeowners association will be created to manage the common areas. College Court is located in the Central Business District, a national register historic district and the Enterprise Zone. This will enable anyone who buys one of the properties to apply for several different types of tax credits. The use of tax credits makes rehabilitation projects like this much more affordable. For more information on how to for the credits you

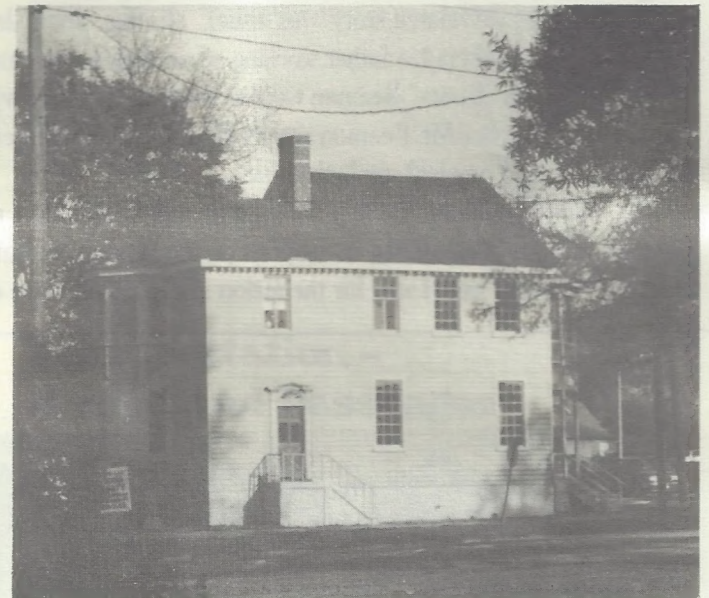
should call the Department of Historic Resources at 396-6707. We are looking for volunteers who would be willing to help clean up the grounds. This would be a great project for a scout troop or garden club. Initially, we will need men with chain saws and heavy equipment to clean out the large trees and vines. There are also windows and doors that need to be repaired. College Court is a great handyman special. If you have time on your hands and would like to help with this exciting project contact Pret Pretlow. We need an army of volunteers, so call today and sign up. Look for a "for sale" sign soon.

— Barbara N. McPhail  
####



*Suffolk-Nansemond Historical Society President, Barbara McPhail, and the proud new owner of the Browne House, Rocky Bindhamer, look at an original cypress shingle from his old roof. Restoration efforts are well underway and the house is now protected by a new cedar shake roof and fresh paint.*

*The Epps House on the left has just been sold and within the next months will undergo renovation. What an exciting time for Main Street and Suffolk.*



*The old Finney School building*

## Do you have any information

about Ward's Beverage Company in Suffolk probably around the turn of the century?

If you do, please contact

Alvin D. Skinner

P O Box 447

Wakefield, Virginia 23888

757-899-4721

## Correction

In a previous issue we misspelled the maiden name of Mrs. John Robert Johnson, formerly Miss Ballance.

## Suffolk High School Task Force Update

People were waiting in line when the front doors finally opened to S.H.S. on June 1<sup>st</sup> at 5:00 p.m. It had been closed to the public for ten years. For some it was a first time visit, for most it was an occasion to reminisce.

Between 1922 and 1990 hundreds of S.H.S. alumni descended those granite steps full of dreams for their future. Now the dream is for the future of this splendid old building and what it can mean to our city.

By the time you read this newsletter, architects will be on board for the final planning and renovation work. The private sector will play an enormous role in all of this planning as well the funding.

The next few months are critical for the developmental stages of this huge and exciting project. We welcome your input so please contact any Task Force member about your ideas or concerns.

Betsy W. Brothers, Chairman



### Suffolk High School Task Force Committee:

■ Betsy Brothers, Chairman  
■ George Barnett  
■ George Consolvo  
■ Dana Dickens  
■ John Harrell

■ Sharon Harris  
■ G. S. Hobbs  
■ Albert Jones  
■ Nancy Kinzinger  
■ Jim Mathews  
■ Barbara McPhail

■ Bill Peachy  
■ Gail Pruden  
■ Bennie Speight  
■ John Taylor  
■ Barney Annas  
■ Gail Hinton-Copeland

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Alumni Lists Received to Date: Class of 1939, 43, 48, 50, 56, 57, 58, 59, 64, 67

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## Adaptive Reuse Ideas for the 1922 Suffolk High School Building

### 1. Center for the Visual and Performing Arts

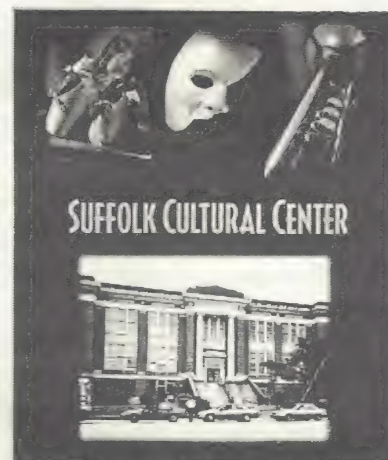
- Studio space for instruction of art – painting, pottery, photography, etc.
- Studio space for dance, music, theatre, etc
- Working artist studio space
- Gallery and gift shop area
- Auditorium and stage with support areas – dressing rooms, green room, rehearsal area, storage area, etc.

### 2. Public Rental Space

- Old gym first floor would become a ballroom (with stage) for dances, receptions, banquets, conferences.
- Second floor (main lobby area) open space created by removing some interior walls could be used receptions and banquets also
- Auditorium as stated above.
- A large kitchen that could be used for catering events in the complex.

### 3. Possible uses for other large spaces in the building

- The Senior Citizens program could take advantage of many aspects of the building and greatly expand its present program.
- Restaurant or Café, which could serve people working in the building or other downtown employees and visitors.
- Daycare Center
- Aerobics and exercise area
- Space for non-profits, businesses or other groups seeking office space to lease.



What would YOU name this center?

# 2000 Suffolk-Nansemond Historical Society Membership Roster (as of July 31)

## BENEFACTORS

Jim & Dana Adams  
Bank of Suffolk  
Everett & Miriam Birdsong  
Birdsong Peanuts  
The Blair Bros., Inc.  
James M. Blair  
Prince & Erika Butler  
George & Linda Consolvo  
Dr. & Mrs. George W. Cornell  
Nancy & Sandy Dempsey  
Kaufman & Canoles, PC  
Mr. & Mrs. J. Phil McPhail  
Mr. & Mrs. Durrell V. Mills  
Mr. & Mrs. Robert M. Moore, Jr.  
Ralph J. Nahra  
Charles B. Pond, III  
John & Sallie Sebrill  
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## Catherine Bradshaw Taylor remembers -

going to the Seaboard station on Sunday afternoons during World War II to see the cars come in bringing sad cargo. The bodies of the dead were brought to be unloaded and picked up by the undertakers.

She also remembers that in the early 40's Mr. Hart was the mailman. He would make it his business to be at the track twice a day to help the children cross the tracks as they went to and from Thomas Jefferson and Suffolk High.

## New Look

Be watching for changes in our look in the near future. Floyd Benton, Suffolk native and SHS graduate, has worked as a graphic artist for many years. He has designed logos for hotels, developments, businesses, and the PGA. Recently, he made a gift of a new logo and a new color scheme for us to use on everything we do. It's coming soon. Thank you, Floyd!



Map of Nansemond County showing roads and railroads from a Chamber of Commerce brochure from about 1918.



## Suffolk-Nansemond Historical Society MEMBERSHIP FORM

Please circle dues amount and print name(s) exactly as you want listed on roster.

Membership Level	Individual	Couple
Benefactor	\$200	\$300
Sponsor	\$100	\$150
Patron	\$75	\$100
Friend	\$50	\$75
Contributing Member	\$15	\$25

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STATE

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Post Office Box 1255  
Suffolk, Virginia 23439-1255

\*\*\*\*\*  
The Suffolk-Nansemond Historical Society is  
a non-profit tax exempt 501(c)(3) organization.

Membership runs from January to December; however, new members of welcome at any time!



Peter D. Pruden, III  
provided this picture and  
was able to identify the  
following people:

1. Edwin Turner (Isle of  
Wight) grower seen on  
truck
2. J.L. Williams  
(Nansemond) on truck  
with hand on melon
3. Daisy Scott (Isle of  
Wight) company  
secretary
4. Paul T. Cahoon, Sr.  
(Suffolk) Virginian  
Railroad Agent —  
seated with melon on  
lap
5. P.D. Pruden  
(Nansemond) with hat  
looking up into railcar

Note: Seaboard station in  
background

